works in the different parts of the State at the proper time and without delay. The following suggestion might be useful for the formulation of the scheme. A fixed percentage, say 25 per cent of the revenues raised from each taluk should be set apart for public works in that taluk. This proposal had already been brought to the notice of Government on several former occasions; they might take up the question without further loss of time.

DEWAN'S REPLY: It is not possible to accept your suggestion. The existing defects in the matter of communications will be remedied on the constitution of Road Boards on which non-officials will also be represented.

40. The necessity of a coastal road from Alleppey to Arthinkal.

MR. K. T. RAPHAEL (*Member, Ambalapuzha taluk, Group II*) said that he was bringing to the serious notice of the Government the most urgent and longfelt need of a very large number of coastal villages, which had so to speak been completely overlooked by the Government. Before doing so he had to observe that in opening a line of communication the most important factor that had to guide the authorities was the principle of utility. Every road and every canal must be so planned as to be of the greatest use to the largest number of people. It was on the strength of this principle more than others that he appealed to the Government for the immediate opening of a coastal road from Alleppey to Arthinkal and in this connection the following points deserved the earnest notice of Government :—

(1) The length of the coastal road under consideration was about twelve miles from Alleppey to Arthinkal passing through eleven thickly populated villages.

(2) These villages were the most thickly populated and fertile portions of the above taluks.

(3) If there was a direct road along the coast many more coir factories and other institutions would spring up in these villages and thus relieve the distress of thousands of poor people who were unable to find work.

(4) Now that the fertility of the costal areas was fast decreasing on account of intensive cultivation, the soil could be improved only by bringing manure from outside; and unless there was a road along the coastal line it would not be possible to effect this improvement.

(5) It appeared that at present the idea of the Government was to give a few cross-roads from the Alleppey—Shertallai Road; but this will not satisfy the real needs of the coastal villages.

In conclusion, the member expressed the hope that Government would take up the road at once and do a good turn to the people of Shertallai who were already very much dejected by the way in which Government had rejected their needs.

DEWAN'S REPLY: Mr. Raphael, this particular road has been included in the road programme and the question of its construction

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will be taken up as soon as the working programme in respect of other roads is completed. That was settled at a conference at which the representatives of the people of Shertallai including last year's Assembly member were present and it was in complete agreement that the whole thing was settled upon. You take a diametrically opposite course. I am not sure whether you represent the wishes of the people of Shertallai as a whole or whether the old member did, or whether the representatives of the people who attended the last conference represented them. The thing is, as they are, I must accept what has been decided at the peoples' conference.

You also advocated with considerable vehemence and eloquence the need for endeavouring to convince Government of Shertallai's requirements in communications, or to use your own words " Shertallai is completely rejected and dejected ". I am very very grieved to hear that that is so. I think I have heard of Shertallai once or twice. I may be mistaken now that you have assured us that Shertallai is " completely rejected and dejected ". I have no doubt that in the fulness of time some attempt may be made to remove some of that dejection and possibly to correct some of the rejections.

41. Means of communication in the Kottayam taluk.

MR. CHACKO JOHN (*Member, Kottayam taluk, Group I*) dealt with the following needs of the Kottayam taluk in the matter of means of communication :—

(1) Illikkal-Kanjiram road. It was absolutely necessary, particularly in the interests of agriculture, that a road should be opened from the Illikkal junction to Kanjiram. The Illikkal junction was the place where the Illikkal road and the Thazhatangadi road met ; it was also the starting-point of the Kottayam-Kumarakom road. As for Kanjiram, it was the place where the Puthanthodu crossed the Meenachil river. Both these places were thus important stations. For want of a road between the two places, the people of the neighbouring Velur, Kilirur and Thiruvarppu *karas* were suffering great inconvenience. They had no proper means of communication by which they could go to the courts and public institutions in the Kottayam town. It was also remarkable that there were two churches and a temple in the locality. For want of easy approaches to these institutions, the people of the locality were put to untold hardship. The length of the proposed road would be but one mile and it should be sanctioned by Government.

(2) Pulinakal-Parochal road. This road should be extended up to Kanjiram. At present the road had its terminus at Parochal, a by no means important place. The utility of the road would be considerably enhanced if it was extended along the banks of the Puthanthodu to Kanjiram on the Meenachil river. The people of the locality had already done some earth work along the banks of the Puthanthodu which might be completed by Government and a good road opened.

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